Armstrong, Weaver, Barrette and Kamehameha as well as Batteries Randolph, Williston, Hatch, and Harlow.

Changes in technology and the approach of World War I changed HED's missions. Batteries and forts were supplemented with artillery fire control and submarine mine defense systems.

As cars began replacing horse-drawn wagons, HED built new roads and tunnels to transport equipment and troops. The District enlarged Honolulu Harbor to 1,000 feet long and 800 feet wide—a critical project because the newly-created Panama Canal had transformed Honolulu into a major port-of-call for ships needing coal and supplies.

The District's role in the Pacific increased dramatically during World War II. At the height of the war, HED employed more than 26,000 people. Not only was the District creating the new airfield ferry routes and repairing the damaged airfields at Hickam, Wheeler and Pearl Harbor, but the District was also tasked with additional responsibilities beyond its normal realm.

The District was suddenly responsible for determining shipping priorities in the harbor; converting sugarcane and pineapple plantations to vegetable farms; organizing a rationing program for oil and other consumer goods; camouflaging equipment and landmarks; building trenches and air raid shelters; erecting radar stations and excavating extensive underground rooms and tunnels for ammunition storage.

Before war was declared, the District had been creating a new Airfield Ferry Route System. The original route from the Philippines, Marianas, Wake Island, Midway, Hawaii to California was considered vulnerable to Japanese attack. New air ferry routes to the east and south were necessary to the war effort and the military buildup in Australia.

Building seven runways and support facilities on small, remote islands presented a number of challenges involving materials, manpower and water shortages, communication, transportation and geographical topography. The southern route, from California, Hawaii, Christmas, Canton, Fiji, New Caledonia to Australia and the eastern route, from Christmas, Penrhyn, Aitutaki, Tongatabu, Norfolk to Sydney, were finished by the 1-year anniversary of the attack on Pearl Harbor—an impressive accomplishment by any standard.

When the war ended, HED had constructed 69 miles of runways and taxiways, and 2,700,000 square yards of aircraft parking area.

Although the District's workload diminished after the war, the post-war years were anything but quiet as HED continued to supply engineering troops overseas and to dispose of real estate on the islands.

The Corps was also busy with major endeavors including construction of Tripler Army Medical Center, the National Memorial Cemetery of the Pacific at Punchbowl, and flood control and shore protection projects critical to the safety and future enjoyment of many communities.

Tripler Army Medical Center, commonly known as the ''Pink Lady,'' was completed in 1948 at a cost of $40 million. The 14-story, 1,500-bed hospital was an extensive project featuring 12 separate buildings—each constructed separately to make the Medical Center earthquake-resistant. Today, Tripler continues serving military members and their families from around the Pacific, as well as Hawaii's veterans and military retirees.

During the 1960s and 1970s, new Federal policies further expanded HED's duties. The National Environmental Policy Act of 1969 required the Corps to prepare environmental impact statements, EIS, on all proposed federal actions affecting the environment. The Clean Water Act of 1977 brought changes to the Corps' regulatory mission and required the Corps to issue permits for all dredged or fill material. The Corps was now responsible for all the nation's water and wetlands—a scope that now stretches far beyond navigable waters. This began the Corps' mission as ''Stewards of the Environment.''

The 1970s were also a time of internal change for the District. In 1973, the functions of the Pacific Ocean Division and the Honolulu Engineer District were merged to form a single operating division. The Division moved from Fort Armstrong to its present location at Fort Shafter on Oahu.

Civil works and capital improvement programs expanded to Guam, American Samoa, Kwajalein and the Commonwealth of the Northern Mariana Islands. Main projects on Oahu included building military housing and improving facilities at Hickam AFB, Wheeler, Schofield, Aliamanu and Fort Shafter.

In 1973, HED began construction of the Hale Koa Military Rest and Recreational Hotel at Fort DeRussy in Waikiki. The original highrise hotel tower has 416 rooms, 15 floors and was built for $15.7 million.

Nearby Battery Randolph was transformed into the U.S. Army Museum. The second floor of the museum today houses the U.S. Army Corps of Engineers Pacific Regional Visitors Center.

The Corps' responsibilities were further expanded in 1980 with the addition of an Emergency Management Division. In July 2002, HED disaster recovery specialists provided support in the wake of Typhoon Chataan. Just 6 months later, HED responded swiftly in December 2002 when Pacific Ocean Division disaster recovery specialists were called upon and arrived 2 days after Super Typhoon Pongsona devastated Guam with 184-mph winds. Within 2 weeks, more than 100 members from all eight Corps of Engineers divisions were on the ground to execute a $20 million in disaster cleanup.

In the fall of 2004, HED sent emergency management teams and manpower to Florida, Louisiana, Alabama and South Carolina in response to the devastation by Hurricanes Ivan, Charley, and Frances.

HED today continues to serve a variety of missions in a region of 12 million square miles from Hawaii to Micronesia an area of operations spanning five time zones, the equator and the international dateline. This they have done with the utmost of professionalism, integrity and an unwavering commitment to service.

I am truly honored to have the Honolulu Engineer District in my home State. They serve as ''America's Engineers in the Pacific.'' I have no doubt that they will continue their service and legacy with pride and aloha for the next hundred years and beyond. Happy Birthday. Congratulations on a job well done. On behalf of a grateful Nation, thank you for your service.●

MR. RALPH DREES

● Mr. BUNNING. Mr. President, I pay tribute and congratulate Mr. Ralph Drees of Northern KY, who was recently honored with one of the ''Movers and Shakers'' awards for the Greater Cincinnati area. Mr. Drees' life accomplishments and dedication to Commonwealth of Kentucky have given me reason to be proud.

Mr. Drees was born in 1934 and grew up in Wilder, KY. After graduating from Newport Catholic High School in 1952, he was drafted and went on to serve in the Army Corps of Engineers. At the age of 23 he returned home to Kentucky to join his father and brother in the family business. This business, the Drees Company, has grown to become the largest privately held company within the greater Cincinnati area.

Throughout his life, Mr. Drees has always been active in civic affairs in Northern Kentucky. He's served as an Erlanger councilman, president of Home Builders Association of Northern Kentucky and member of the Northern Kentucky Area Planning Commission. In 1990, he was named the Northern Kentucky Chamber of Commerce's Business Person of the year.

The ''Movers and Shakers'' award of Northern Kentucky is an annual award presented to honor those within the Greater Cincinnati region who stand as an example for all. It is presented by the Kentucky Enquirer, the Sales and Marketing Council of Northern Kentucky, The Home Builders Association of Northern Kentucky and The Kentucky Post.

As a U.S. Senator from Kentucky, I appreciate the devotion Mr. Drees has shown over the years to the citizens of Kentucky. I commend his efforts and hope his example of dedication and hard work will serve as an inspiration to the entire State.●